National Transportation Safety Board Washington, DC 20594

Brief of Accident

Adopted 08/21/1997

SEA97LA011 File No. 1565

File No. 1565

10/11/1996

TILLAMOOK, OR

Aircraft Reg No. N7150A

Time (Local): 16:17 PDT

Make/Model: Aero Vodochody Aero. Works / L-29

Fatal Serious Minor/None
Engine Make/Model: P&w / J60-5A

Crew 1 0 0

Engine Make/Model: P&w / J60-5A
Aircraft Damage: Destroyed

Number of Engines: 1
Operating Certificate(s): None
Type of Flight Operation:

Type of Flight Operation.

Reg. Flight Conducted Under: Part 91: General Aviation

Last Depart, Point: Same as Accident/Incident Location

Destination: Local Flight
Airport Proximity: Off Airport/Airstrip

Condition of Light: Day

0

Pass

1

Weather Info Src: Weather Observation Facility

0

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Basic Weather: Visual Conditions

Lowest Ceiling: None
Visibility: 10.00 SM
Wind Dir/Speed: 230 / 007 Kts

Temperature (°C): 15 Precip/Obscuration:

Pilot-in-Command Age: 45

Certificate(s)/Rating(s)

Commercial; Multi-engine Land; Single-engine Land

Instrument Ratings
Airplane

Flight Time (Hours)

Total All Aircraft: 10840 Last 90 Days: Unk/Nr Total Make/Model: Unk/Nr Total Instrument Time: 1875

The Checkoslovakian manufactured Aero Vodochody L-29 jet trainer collided with terrain following a loss of control while maneuvering at low altitude. Before the accident, the aircraft was maneuvering into position to photograph an F4F Wildcat aircraft. Witnesses reported that the aircraft took off and maneuvered to overtake the Wildcat. They stated that as the L-29 crossed behind the F4F's flight path, it rolled to the right, approximately 1-1/4 turns. Reportedly, the L-29's nose pitched up during the occurrence, then dropped to an extremely nose-low position. The aircraft subsequently impacted the ground in a near level attitude with a steep flight path angle. The witnesses reported that the sequence took place at an estimated airspeed between 120 and 150 knots and about 500 feet above ground level. The witnesses also reported that the two aircraft did not collide. A guide to world military aircraft gives the airplane's flaps-down stall speed as 81 MPH (70 knots) at 7165 pounds gross weight. One witness stated the pilot had performed a 'barrel' roll type of maneuver; the witness believed this was an intentional maneuver to slow down, as he was overtaking the F4f. The investigation did not determine whether the aircraft had encountered wake turbulence, or whether it had stalled and/or dished out during the maneuver.

Brief of Accident (Continued)

SEA97LA011

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Occurrence #1:

LOSS OF CONTROL - IN FLIGHT

Phase of Operation: MANEUVERING

Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

2. (F) ALTITUDE/CLEARANCE - INADEQUATE - PILOT IN COMMAND

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows. failure of the pilot to maintain control of the aircraft, while maneuvering behind an F4F aircraft. The lack of altitude for a recovery

was a related factor.